



Notice City Commission Study Session

7:00 PM

Monday, February 9, 2015

Governmental Center, Commission Chambers, 400 Boardman Avenue

Traverse City, MI 49684

Posted and Published: 02-06-2015

The meeting informational packet is available for public inspection at the Traverse Area District Library, Law Enforcement Center, City Manager's Office, and City Clerk's Office.

The City of Traverse City does not discriminate on the basis of disability in the admission or access to, or treatment or employment in, its programs or activities. Penny Hill, Assistant City Manager, 400 Boardman Avenue, Traverse City, MI 49684, 922-4440-TDD: 922-4412, has been designated to coordinate compliance with the non-discrimination requirements contained in Section 35.107 of the Department of Justice regulations. Information concerning the provisions of the Americans with Disabilities Act, and the rights provided thereunder, are available from the ADA Coordinator. If you are planning to attend and you have a disability requiring any special assistance at the meeting and/or if you have any concerns, please immediately notify the ADA Coordinator.

At the request of City Manager Jered Ottenwess, City Clerk Benjamin Marentette has called this Study Session.

City Commission:

c/o Benjamin C. Marentette, CMC, City Clerk

(231) 922-4480

Email: tcclerk@traversecitymi.gov

Web: www.traversecitymi.gov

400 Boardman Avenue

Traverse City, MI 49684

The mission of the Traverse City City Commission is to guide the preservation and development of the City's infrastructure, services, and planning based on extensive participation by its citizens coupled with the expertise of the city's staff. The Commission will both lead and serve Traverse City in developing a vision for sustainability and the future that is rooted in the hopes and input of its citizens and organizations, as well as cooperation from surrounding units of government.

Welcome to the Traverse City Study Session!

Any interested person or group may address the City Commission on any agenda item when recognized by the presiding officer or upon request of any commissioner. Also, any interested person or group may address the City Commission on any matter of City concern not on the Agenda during the agenda item designated Public comment. The comment of any member of the public or any special interest group may be limited in time. Such limitation shall not be less than five minutes unless otherwise explained by the presiding officer, subject to appeal by the Commission.

Agenda

Pledge of Allegiance

Roll Call

1. Discussion regarding the National Cherry Festival. (Jered Ottenwess, Benjamin Marentette)
2. Presentation regarding the West Front Street Reconstruction Project. (Jered Ottenwess, Timothy Lodge)
3. Announcements from the City Clerk. (Benjamin Marentette)
4. Public comment.
5. Adjournment.



The City of Traverse City

Communication to the City Commission

FOR THE CITY COMMISSION STUDY SESSION OF FEBRUARY 9, 2015

DATE: FEBRUARY 6, 2015

FROM: JERED OTTENWESS, CITY MANAGER

SUBJECT: FEBRUARY 9 STUDY SESSION - REVISED

1. Discussion regarding the National Cherry Festival

Packet: no items

As a follow-up to the 2014 National Cherry Festival (NCF), the City Commission identified areas for adjustment with future NCF events at the September 22, 2014, Study Session. At the November 10, 2014, Study Session, I presented a summary of the issues outlined at the September 22 meeting and an outline of a pathway for implementation.

While adjustments will need to be made to the Parks and Public Land Use Policy to incorporate some of the Commission's direction regarding, for example, the minimum clear zone required around all non-motorized pathways during events, there are two items remaining for City Commission direction/decision: 1) Fees and 2) Set up and take down time allowed.

At the November 10 Study Session, the Commission directed that staff present fee comparisons for consideration by the Commission. Three fee comparisons are presented below for your consideration. Please keep in mind that fees charged pursuant to the Park and Public Land Use Policy do not take into account various intangible benefits provided by the NCF, including that the event sponsors numerous events that are open to the public and provide a public benefit and the event's value to the local and regional community in terms of branding and economic impact. NCF also provides resources to a variety of other event holders, assisting them with their event production efforts, such as with layout review, volunteer assistance, etc.

In addition, I believe it is important to consider why the NCF is exempt from the Park and Public Land Use Policy. The Park and Public Land Use Policy recognizes that the NCF has "an important place in the history and society of Traverse City and that the Cherry Festival's interruption of the Open Space primary use has long been recognized as a benefit to and an integral party of this City's culture, making that interruption justified."

Fee Option	Description	Increase
1	Eliminate cap for incremental expenses	\$9,018
2	Eliminate cap and charge NCF permit fees	\$29,027
3	Charge NCF permit fees and for compensatory time costs	\$43,225

Option 1:

This option eliminates the cap on incremental expenses for which NCF is required to reimburse the City.

Presently, the NCF pays the City for all incremental costs, mainly overtime. Beginning in 2008, the City established a cap on the amount of incremental expenses which NCF would be required to reimburse the City. Since 2008, the City has absorbed \$63,132 in incremental expenses which were above the cap, an average of \$9,018 in incremental costs absorption by the City.

Cap vs Actual Cost Summary 2008-2014

Year	Cap	Actual Cost	Difference
2008	\$40,000	\$51,341	\$11,341
2009	\$40,000	\$44,921	\$4,921
2010	\$40,000	\$55,390	\$15,390
2011	\$45,000	\$56,605	\$11,605
2012	\$45,000	\$47,166	\$2,166
2013	\$45,000	\$38,209	(\$6,791)
2014	\$45,000	\$62,709	\$17,709

Option 2:

This option eliminates the cap on incremental expenses and includes charging NCF all permit fees associated with the Park and Public Land Use Policy, which are based on a generalized fee schedule and reflect the City's administrative expenses. Fees are charged

for each day the park/public land is occupied by or used for an event, i.e. for set up, actual event, and take down.

NCF is specifically exempted from paying Parks and Public Land Use Policy permit fees. These fees were recently re-evaluated in 2014 to ensure the administrative costs incurred by the City in managing special events are covered. In addition to permit fees, event holders are required to reimburse the City for all incremental costs.

For the 2014 NCF, City Clerk Benjamin Marentette indicates NCF's permit fees would have been \$20,008. The City Clerk conducted an administrative cost study specifically for the NCF and those costs totaled \$22,561, which is good confirmation that our permit fees, which are established to cover administrative costs, are reasonable.

For purposes of comparison, the City Clerk's Office estimates that the Traverse City Film Festival's costs under the Park and Public Land Use Policy would be \$7,700.

Option 3:

This option eliminates the cap on incremental expenses and includes charging the NCF permit fees and for all compensatory time costs that result from the NCF. Compensatory time is leave time hourly employees earn for overtime hour, which the employee can choose to receive in direct payment at their discretion. Direct compensatory time costs resulting from the 2014 NCF totaled \$14,197.

NCF Executive Director, Trevor Tkach, has committed to reducing set up time by one day, commencing on Tuesday in 2015. Take down time takes place within 24 hours, however, some vendors cannot remove equipment until Monday. While City staff has continued negotiating with the NCF about the possibility of reducing set up time by an additional day, I believe that only eliminating one set up day in 2015 is reasonable and prudent. The NCF plans to make changes to their operations including new equipment and site layouts, which will require more time to set up. Staff will conduct an operational review following the 2015 NCF and determine if one additional set up day can be reasonably eliminated without creating risk management issues.

Please provide feedback as to which direction you would like to implement and whether or not the current plan for set up and take down is acceptable and these will be incorporated into the 2015 agreement.

2. Discussion regarding the West Front Street Reconstruction Project

Packet: Memorandum from City Engineer, Tim Lodge, dated 2-4-15; Design Development report from Influence Design Forum; conceptual plan sheets and cross-section graphics; estimated special assessment breakdown by property owner

Please refer to attached memorandum and accompanying documentation from City Engineer Tim Lodge. Mr. Lodge will have a PowerPoint presentation prepared for the meeting on Monday evening to review the design process to date, project cost estimates, and next steps in the process. PowerPoint slides will consist of conceptual plan sheets, cross-section graphics, and cost estimates that are included in the packet.

The discussion will serve as an update to the City Commission on the status of the project including anticipated funding sources, which include a special assessment on property owners along West Front Street that totals \$125,000 for private property owners, split evenly with the City (see attached breakdown). I plan to schedule action for the February 17th regular City Commission meeting to schedule a public hearing for a City-initiated special assessment on March 23rd as a special meeting agenda item. Feedback will be helpful to ensure we have adequately addressed the issue prior to City Commission action on the special assessment.

E-copy: Trevor Tkach, NCF Executive Director
Timothy J. Lodge, City Engineer

Memorandum

The City of Traverse City
Engineering Department



TO: Jered Ottenwess, City Manager
FROM: Timothy J. Lodge, City Engineer *TJ Lodge*
DATE: February 4, 2015
SUBJECT: West Front Street Reconstruction
Division Street to Hall Street
MDOT Contract Number 2015-0054

We have been working with our project consultant, Influence Design Forum (IDF), property owners, Traverse City Light and Power (TCLP) and other utility companies to complete the design for the above referenced project. We appreciate the opportunity to present the following information about the project:

- Summary of the Design Process and Preferred Project Elements
- Plan layout sheets
- Cross-Sections
- Lighting, Overhead Crosswalk, Banner Pole and Bollard images
- Project Budget and Sources of Funding

For the Special Improvement Fund Implementation we will be requesting to set a Public Hearing for March 23 at the February 17 City Commission Meeting. Additional project dates and activities include:

<u>Date</u>	<u>Activity</u>
February 17	Set SID Public Hearing
February 24	Construction Plans Compete
February 24- March 19	Finalize Meetings with property owners
March 19	Bid Opening
March 23	SID Public Hearing
April 6	Construction Contract Award
April 20-June 30	Construction

In addition to the activities noted above we will continue to work with property owners, TCLP, Traverse City Fire Department, other utility owners and related project stakeholders to complete the Construction Plans and Project Specifications for the project. We also continue to work on the portion between Hall and Pine Streets including the bridge replacement for this year's construction.

INTRODUCTION & BACKGROUND

RETAIL REPORT

West Front Street Streetscapes: An Inside Perspective

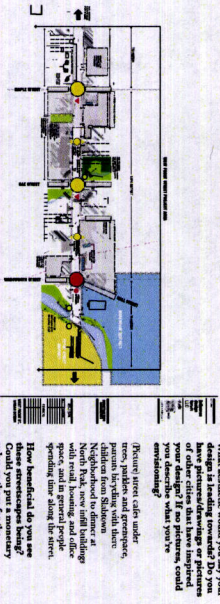
In the coming months, Influence Design Forum, LLC IDFF, will be collaborating with the City Engineering department to move design development forward on the streetscape of West Front Street. The main goal of these streetscape are to support the walkability of business and improve the urban environment. The streetscape will be designed with the goal of creating a more vibrant and pedestrian friendly environment. The streetscape will be designed with the goal of creating a more vibrant and pedestrian friendly environment.

By your opinion, what is the importance of streetscapes? And what, in particular, makes them vital for West Front?

Streets are public spaces – they are the lifeblood of our communities and the foundation of our urban experience. Streets must be safe, accessible, and comfortable for all users, including pedestrians, cyclists, and motorists. Streets are also places where people can socialize, play, and enjoy the outdoors. Streets are also places where people can work, learn, and do business. Streets are also places where people can live, and where they can find the services and amenities they need to live well.

West Front wants to be a “vibrant” but struggles under the existing constraints and unfortunately functions more like a road or commercial strip zone with poor to no sidewalks, no trees, no street furniture, and lack of public space. A street that is not safe, accessible, and comfortable for all users is not a street. It is a road. It is a place where people can drive, but not where they can live, work, learn, or do business. It is a place where people can find the services and amenities they need to live well, but not where they can find the services and amenities they need to live well.

The perfect street design is different for different communities, but one thing for sure is that a great street must be designed for walkability. It must be safe, accessible, and comfortable for all users, including pedestrians, cyclists, and motorists. It must be a place where people can socialize, play, and enjoy the outdoors. It must be a place where people can work, learn, and do business. It must be a place where people can live, and where they can find the services and amenities they need to live well.



Urban retail will always be limited on West Front if the design isn't the same – roads with traffic above 20 mph do not support urban retail. The monetary value of a great street is priceless – everybody benefit including the merchants, business owners, and customers.

WHY ARE WE IMPROVING THE STREET?

Most urban revitalization and streetscape improvements become projects and are added to capital plans when underground infrastructure needs to be replaced - updating sewer and water lines coincidentally becomes the catalyst for economic development. The West Front Street Project is unique and funding from the Michigan Department of Transportation Roads, Risks, and Reserves Funding Program became available in 2014. The funding was not connected to a specific scope of work other than it was awarded to the City for street improvements - the City chose West Front, and under utilized corridor

Below, are responses to questions that were asked by the Traverse City Downtown Development Authority to Nate Elkins of Influence Design Forum in June of 2014. These responses will provide perspective on why the City of Traverse City is improving West Front Street - why streets are improved in general, and what changes can be expected.

In your opinion, what is the importance of streetscapes? And what, in particular, makes them vital for West Front?

Streets are public spaces – they are the lifeblood of our communities and the foundation of our urban economies. Streets used to only serve as corridors to move cars, people, and goods and services. Today, people are moving back to the city and are demanding their streets serve not only as corridors, but also as parks, public spaces, and places to recreate.

West Front wants to be a “street”, but struggles under the existing constraints and unfortunately functions more like a road or commercial strip zone with speeds in excess of 25 mph, large monument business signage, and lack of walkability. Nonetheless, the good thing is streets can be changed – changed to be designed for safety, walkability, increased resilience, and great for business. IDFF’s analysis of West Front determined that there were several opportunities for improvement including: changing the cross-section to provide more public space for pedestrians/street furniture/trees, developing a parking management system, changing the scale of signage, separating bicycles from traffic, and updating the stormwater infrastructure.

Is there a specific criteria for a perfect streetscape design? If so, what would you say they were?

The perfect street design is different for different communities, but one thing for sure is great streets need to be designed for walkability. It might sound crazy that a great street needs to be walkable when one would think it should be “drivable”, but when you start to study what makes a great street you will find the best streets in America are a little harder to drive and park on and are designed with traffic speeds under 20 mph, have a strong parking management system, include sidewalks, bike and car lanes, support retail, some green infrastructure component, and are accessible to all ages and abilities. A great street becomes part of the public space, is green and attractive, becomes a community asset, is compatible with the built and natural environment, and reflects the balance needs of the community and transportation networks.

What aesthetic would you say your design is leading towards? Do you have pictures/drawings or pictures of other cities that have inspired your design? If no pictures, could you describe what you’re envisioning?

(Picture) street cafes under trees, parklets and greenspace, parents bicycling with there children from Slabtown Neighborhood to dinner at North Peak, new infill buildings with retail, housing, and office space, and in general people spending time along the street.

How beneficial do you see these streetscapes being? Could you put a monetary value on them for the businesses in that district?

Urban retail will always be limited on West Front if the design stays the same – roads with traffic speeds above of 20 mph do not support urban retail or great streets. The monetary value of a great street is priceless – everybody benefit including the merchants, business owners, and greater community.

PREFACE

“STREETS ARE THE LIFEBLOOD OF OUR COMMUNITIES AND THE FOUNDATION OF OUR URBAN ECONOMIES, THEY MAKE UP MORE THAN 80% OF ALL PUBLIC SPACE IN CITIES.”

-Urban Street Design Guide 2013

RECOGNIZING THE DEMOGRAPHIC SHIFT

Over the last decade Downtown Traverse City has seen a different intensification – a focus on expanded recreational opportunity in the Downtown. Streets are public spaces, they are the lifeblood of our communities and the foundation of our urban economies. Streets used to only serve as corridors to move cars, people, and goods and services. Today, people are moving back to the city and are demanding their streets serve not only as corridors, but also as parks, public spaces, and places to recreate.

“GROWING URBAN POPULATIONS OF MILLENNIAL AND RETIRING EMPTY NESTERS MOVING BACK TO THE CITY ARE DEMANDING THEIR STREETS SERVE NOT ONLY AS CORRIDORS FOR THE CONVEYANCE OF PEOPLE, GOODS, AND SERVICES, BUT AS FRONT YARDS, PARKS, PLAYGROUNDS, AND PUBLIC SPACES.....STREETS MUST BE DESIGNED TODAY TO ACCOMMODATE AN EVER EXPANDING SET OF NEEDS.”

-Urban Street Design Guide 2013

Recognizing the demographic shift is the first step towards understanding the opportunities that are available as they relate to design of the urban landscape - agreeing on one thing that their downtown needs to provide amenities and things to do in the public spaces.

Communities that are dynamic and can react quickly to the quality of life needs of retiring empty nesters and millennials will attract more people to their downtowns, see greater economic development and reinvestment, and overall a more liveable community.

Streets are public space to and people want to spend time along them shopping, dining, and recreating.

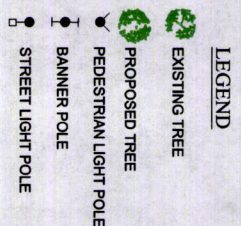
The perfect street design is different for different communities, but one thing for sure is great streets need to be designed for walkability. It might sound crazy that a great street needs to be walkable when one would think it should be “drivable”, but when you start to study what makes a great street you will find the best streets in America are a little harder to drive and park on and are designed with traffic speeds under 20 mph, have a strong parking management system, include sidewalks, bike and car lanes, support retail, some green infrastructure component, and are accessible to all ages and abilities.

A great street becomes part of the public space, is green and attractive, becomes a community asset, is compatible with the built and natural environment, and reflects the balance needs of the community and transportation networks.

Right: People gather in front of the State Theatre in Downtown Traverse City during the Traverse City Film Festival.

Designing streets and the urban landscape to accommodate street closures during festivals and events can greatly improve the event-goer experience through improved Universal Access and decrease operational time and expenses for the municipality



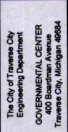
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CITY OF TRAVERSE CITY
2015 WEST FRONT STREET RECONSTRUCTION PROJECT
PAVEMENT MARKINGS SHEET 1



The City of Traverse City
Engineering Department
GOVERNMENTAL CENTER
400 Boardman Avenue
Traverse City, Michigan 49684

Date:	2-3-15
Project No.:	2015-01
Drawn by:	JLC
Scale:	1" = 20'
Sheet No.:	1 OF 5



PAVEMENT MARKINGS SHEET 2

[illegible]

LEGEND

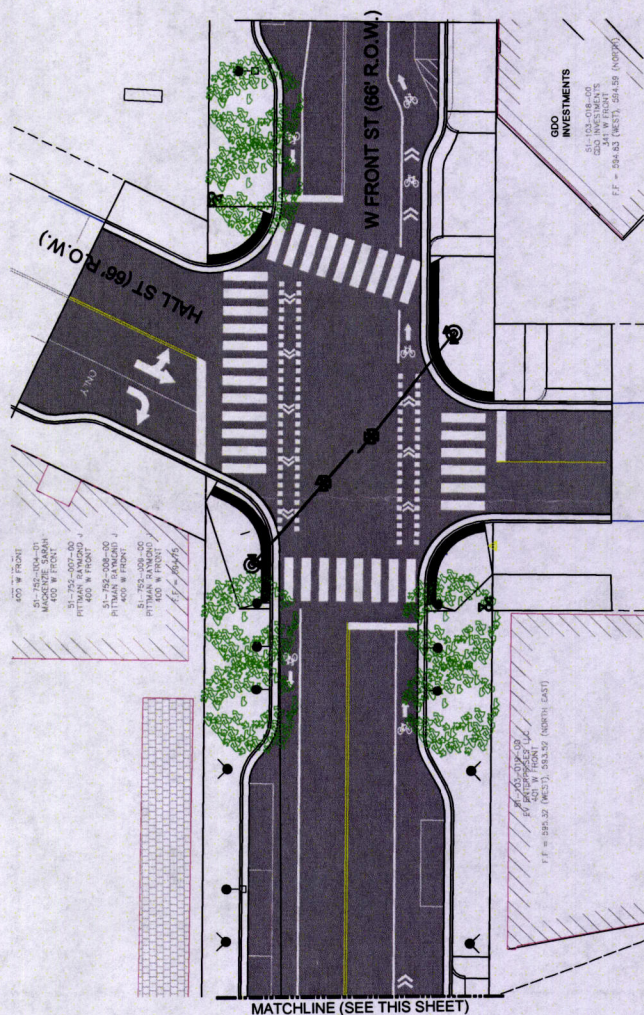
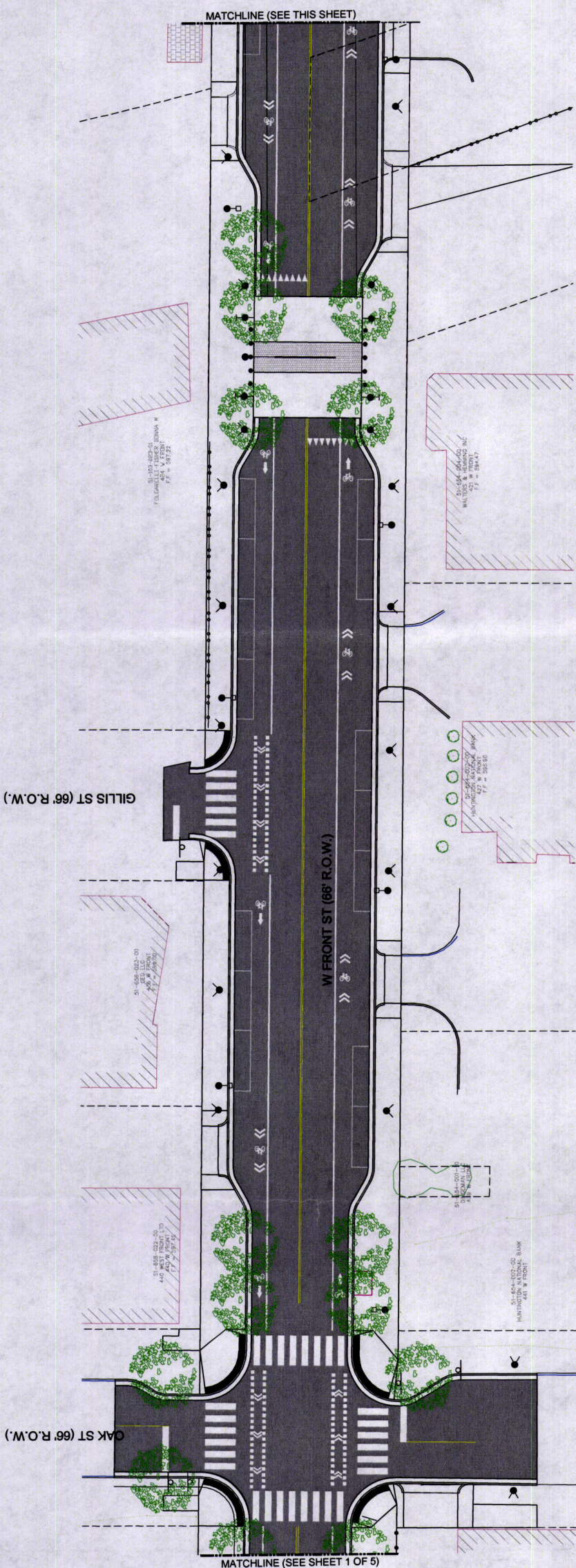
EXISTING TREE

PROPOSED TREE

PEDESTRIAN LIGHT POLE

BANNER POLE

● STREET LIGHT POLE





The City of Traverse City
Engineering Department
600 BURNHAM L. CENTER
N. BURNHAM L. CENTER
TRAVERSE CITY, MICHIGAN 49604

CITY OF TRAVERSE CITY

2015 WEST FRONT STREET RECONSTRUCTION PROJECT

EXISTING CROSS SECTION SHEET

Revision/Issue	Date
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Date	2-4-15
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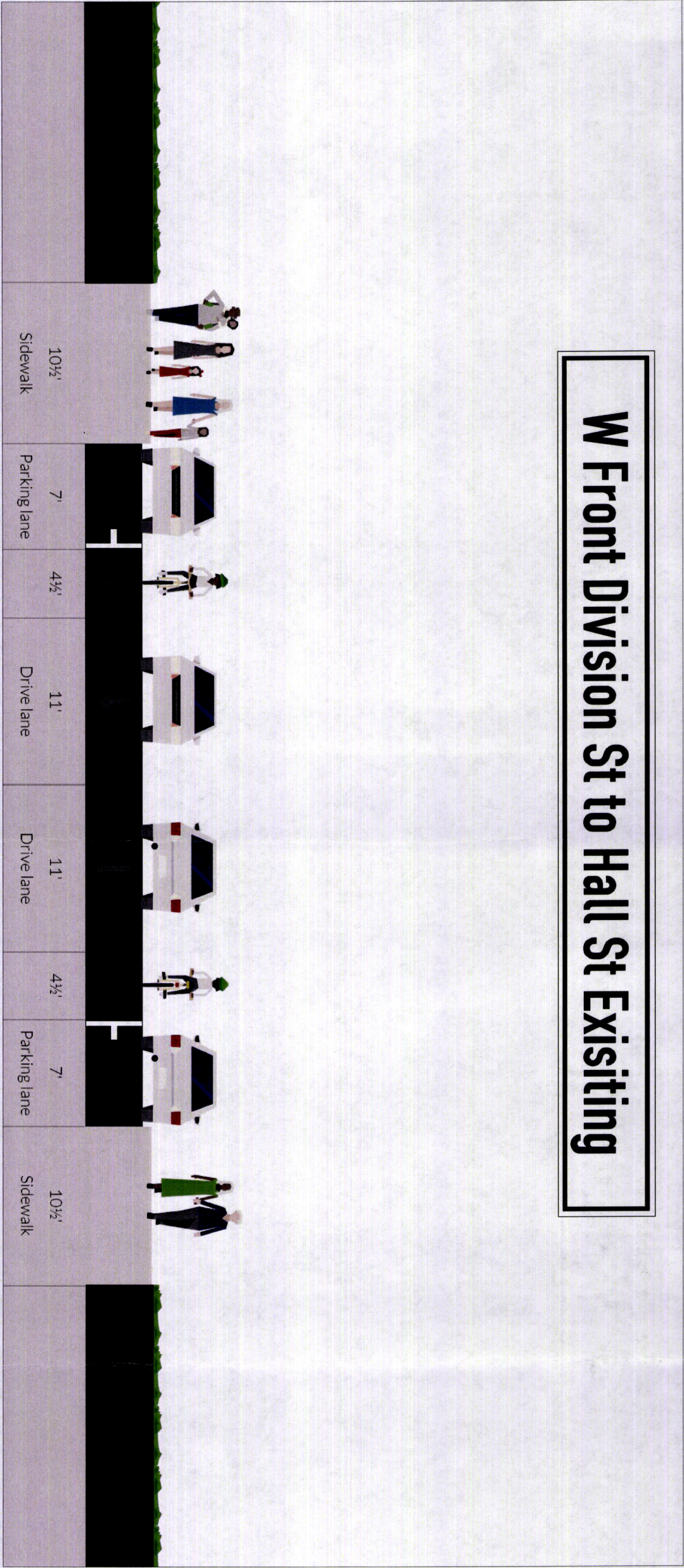
Project No.	2015-01
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Drawn By	JLC
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Scale	1" = 20'
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Sheet No.	3 OF 5
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W Front Division St to Hall St Existing



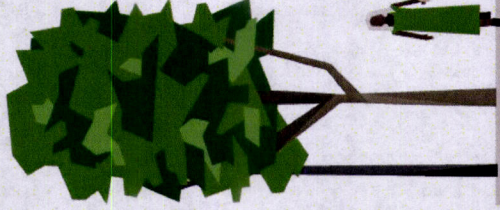
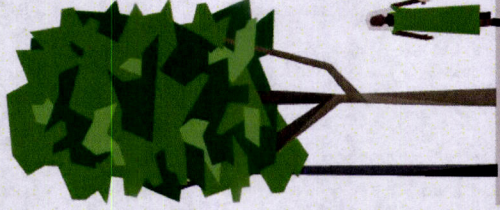
W Front Proposed On-Street Parking Areas

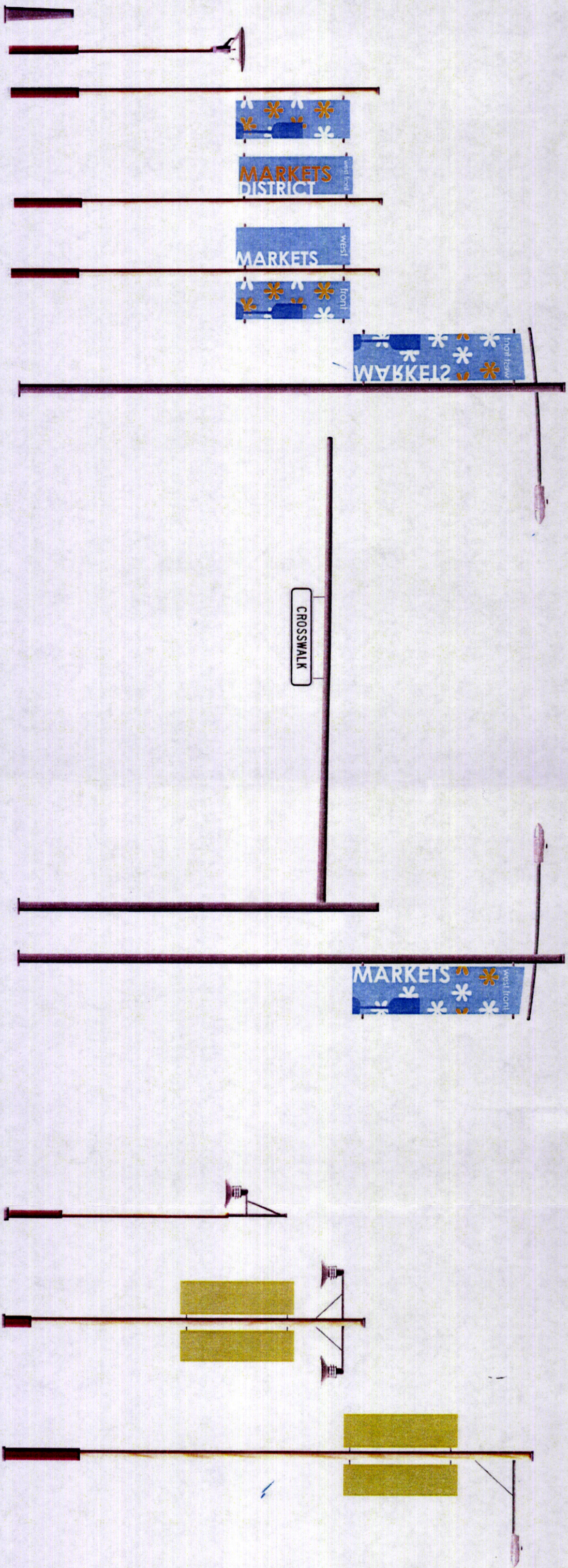
Area	Width	Total Width
Sidewalk	6'	43'
Parking lane	3'	
Bike lane	7'	
Drive lane	11'	
Bike lane	7'	
Parking lane	3'	
Sidewalk	6'	

[illegible]

The diagram illustrates a proposed street layout for W Front. It features a central roadway with two drive lanes (11' each) and two bike lanes (6' each). The sidewalks are 10' wide. Trees are planted along the sidewalks, and a neckdown area is proposed at the intersection. The diagram includes a scale bar and a north arrow.

Area	Width
Sidewalk	10'
Drive lane	11'
Bike lane	6'
Neckdown Area	3'
Drive lane	11'
Bike lane	6'
Sidewalk	10'





West Front Street Reconstruction Project

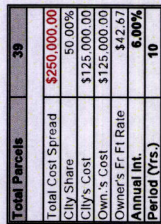
Description	Construction Cost Breakdown 2-4-15
Street, Traffic Signal and Drainage System Construction	
Streetscapes/Traffic Calming	
Water Distribution	
Sewer	
Utility (and Engineering & Contingency)	
Traffic Signal (Full/Wadeborn/Front)	
Parking Motors and Equipment	
Street Construction Contingency (10%)	
Subtotal Construction Estimated Amount	
Design Engineering (In House Water/Sewer)	
Street Design Consultants	
Construction Engineering (In House Water/Sewer)	
Construction Consultants	
Subtotal Engineering	
Total Project Estimated Amount	
Funding Breakdown (Tentative)	
MDOT Roads and Risks Reserve (RRR) Fund	
Water Fund	
Sewer Fund	
Brownfield Reimbursement (Pending Request (CVS))	
Parking System	
Special Assessment (25% Grant Match Pending SID Process)	
TCLP	
TF Funding (Traffic Signal Pending 2-20-15 Meeting)	
Conduit Funds (2015/16 Tentative)	
Total Project Funds	
Surplus/Deficit	

Notes: MDOT RRR Funds for Eligible Items per MDOT Guidelines Only. TCLP costs from "Full Design" by GRP dated 1-9-2015. Project will be paired with West Front Street Bridge Reconstruction.

Assessors SID reference: 2014-008

Front Street - Division to Pine Est

21-Jan-15



	Percent Response	
	Petitioned	No Response
	X	
Parcel CL Frontage		
	Survey	No
	Y	Response
Parcel CL Frontage		

Total Percent - Petition & Survey			
	Total	Total	No
	Yes	No	Response
Parcel Ct			
Frontage	2020 12		

Parcel #	TOTALS MINUS CITY PORTION			Address	SID Footage	Depth	Approx Site MOL	Adjustment Reason	Assessment	Petitioned	Survey	Total Estimated Assessment	Annual Payment Estimate
	TOTAL SID	Owner											
39	1	28-51-103-0178-00	GDO INVESTMENTS	341 W FRONT ST	90.00	130.00	0.27	N/A	\$3,840.74			\$3,840.74	\$521.83
	2	28-51-103-0179-00	EV ENTERPRISES LLC	401 W FRONT ST	90.00	106.48	0.22	N/A	\$3,840.74			\$3,840.74	\$521.83
	3	28-51-103-0222-00	WALTERS & HEMMING INC	417 W FRONT ST	52.42	177.90	0.21	N/A	\$2,245.55			\$2,245.55	\$305.10
	4	28-51-103-0222-10	EV ENTERPRISES LLC	413 W FRONT ST	54.00	282.33	0.35	N/A	\$2,304.44			\$2,304.44	\$313.10
	5	28-51-103-023-01	FOLGARELL-FISHER DONNA M	424 W FRONT ST	210.00	138.98	0.67	N/A	\$8,961.73			\$8,961.73	\$1,217.61
	6	28-51-654-001-00	HUNTINGTON NATIONAL BANK	441 W FRONT ST	100.00	165.00	0.38	N/A	\$4,267.49			\$4,267.49	\$579.82
	7	28-51-654-001-10	DINGEMAN LLC	439 W FRONT ST	10.00	30.00	0.01	N/A	\$426.75			\$426.75	\$57.98
	8	28-51-654-002-00	HUNTINGTON NATIONAL BANK	427 W FRONT ST	150.00	165.00	0.57	N/A	\$6,401.23			\$6,401.23	\$869.72
	9	28-51-654-004-00	WALTERS & HEMMING INC	421 W FRONT ST	99.00	165.00	0.38	N/A	\$4,224.81			\$4,224.81	\$574.02
	10	28-51-654-014-00	MCCONNELL THOMAS & SUSAN	541 W FRONT ST	25.00	165.00	0.09	N/A	\$1,066.87			\$1,066.87	\$144.95
	11	28-51-654-015-00	BOUDJALLIS PROPERTIES LLC	539 W FRONT ST	50.00	165.00	0.19	N/A	\$2,133.74			\$2,133.74	\$289.91
	12	28-51-654-016-00	CARLETON CINDY LEE	535 W FRONT ST	25.00	165.00	0.09	N/A	\$1,066.87			\$1,066.87	\$144.95
	13	28-51-654-017-00	PEDLOW LINDA J	531 W FRONT ST	50.00	165.00	0.19	N/A	\$2,133.74			\$2,133.74	\$289.91
	14	28-51-654-018-00	SCARBOROUGH E & S LLC	527 W FRONT ST	50.00	165.00	0.19	N/A	\$2,133.74			\$2,133.74	\$289.91
	15	28-51-654-019-00	TM REAL ESTATE INVESTMENTS LL	525 W FRONT ST	100.00	165.00	0.38	N/A	\$4,267.49			\$4,267.49	\$579.82
	16	28-51-654-021-00	KTB PROPERTIES LLC	507 W FRONT ST	150.00	165.00	0.57	N/A	\$6,401.23			\$6,401.23	\$869.72
	17	28-51-654-022-00	STONER IRWIN B TRUST	501 W FRONT ST	74.00	165.00	0.28	N/A	\$3,157.94			\$3,157.94	\$429.06
	18	28-51-654-043-00	TRAVERSE CITY CITY OF	500 W FRONT ST	400.00	165.00	1.52	N/A	\$17,069.95			\$17,069.95	\$2,319.26
	19	28-51-654-044-00	PREUND PHYLLIS A	540 W FRONT ST	97.00	165.00	0.37	N/A	\$4,139.46			\$4,139.46	\$562.42
	20	28-51-654-045-00	DEERING MICHAEL P & ROSEMARY	542 W FRONT ST	27.00	165.00	0.10	N/A	\$1,152.22			\$1,152.22	\$156.55
	21	28-51-654-069-00	WEST FRONT ST PARTNERS	600 W FRONT ST	50.00	165.00	0.19	N/A	\$2,133.74			\$2,133.74	\$289.91
	22	28-51-654-074-01	TVC TRAVERSE CITY CO LLC	628 W FRONT ST	299.00	165.00	1.13	N/A	\$12,759.79			\$12,759.79	\$1,733.65
	23	28-51-654-075-10	WJIS OF TRAVERSE CITY LLC	627 W FRONT ST	126.50	166.00	0.48	N/A	\$5,398.37			\$5,398.37	\$733.47
	24	28-51-654-077-00	CORCORAN MICHAEL P	617 W FRONT ST	33.00	166.00	0.13	N/A	\$1,408.27			\$1,408.27	\$191.34
	25	28-51-654-078-00	CORCORAN MICHAEL P	615 W FRONT ST	50.00	166.00	0.19	N/A	\$2,133.74			\$2,133.74	\$289.91
	26	28-51-654-079-00	NASH LINDA L	611 W FRONT ST	50.00	166.00	0.19	N/A	\$2,133.74			\$2,133.74	\$289.91
	27	28-51-654-080-00	NASH JOY K TRUST	607 W FRONT ST	50.00	166.00	0.19	N/A	\$2,133.74			\$2,133.74	\$289.91
	28	28-51-654-081-00	CHAIRSON REAL ESTATE CORP	601 W FRONT ST	50.00	116.00	0.13	N/A	\$2,133.74			\$2,133.74	\$289.91